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COUNCIL BLUFFS RAILROAD TIME TABLE CURE OR NO PAY. The following are the time of arrival and departure f trains from the local depots. The trains start from the Union Pacific depot about ten minutes earlier than below stated, and arrive at the depot about ten minutes later.

i Trains on pool lines and K. C. run on Chicago time,

a half hour faster than local. Wabash trains run on

Bt. Louis time, twenty minutes faster than local. U.

P. and Lincoln trains run on Council Bluffs time.

CHICAGO, ROCK ISLAND AND PACIFIC. Atlantic Ext. . 5:30 p. m. | Pacific Ext. . 9:4 o m

#x and Mail* . 9:50 s m. | Ex and Mail* . 8:5 p. m.

Des Moinesac* . 7:15 s. m. | Des Moines ac . 6:53 p. m.

CHICADO, BURLINGTON AND QUINCY.

Depart. | Arrive. Depart. Arrive.

Chicago Ex*... 5:35 p. m. | Counall B'uffs ex.... 9.4

Mail and Ex*... 9:45 m | Mail and Ex*... 7:00 p. r

Ulicago and Northwestern.

Depart. Arrive.

Arrive.

Arrive.

20:15 a.

| CHICAGO AND SORTHWESTREN. | Depart. | Arrive. | Arrive. | Atlantic Ext | ... 5:15 p. m. | Pacific Ext | ... 9:15 a. m. | Mail and Ext | ... 9:20 a. m. | Mail and Ext | ... 6:15 p. m. | Account (Mon). 1:45 p. m. | RANBAR CITY, ST. JOE AND COUNCIL BLUFFS. | Departs | Months | Month Depart. Arrive.

Mail and Ex . . . 9:55 a. m. | Express 5:35 p. m. |

Bxpress 8:25 p. m. | Mail and Ex . . 6:45 p. m. |

UNION PACIFIC.

| WC | Style | CHICAGO, MILWAUKHS AND ST. PAUL.
Leaves Omaha. Arrives at Omaha.
Mail and Ex... 7:45 s. m. | Pacific Ex... 9:45 s. m.
Atlantic Ex... 8:40 p. m. | Mail and Ex... 7:25 p. m.

Cownell Bluffs. M. Atlantic Ex. 19:10 a. m. oownell Bluffs. Leave Omaha.

Sa. m. 9a. m. 10a. m. 11a. | 8a. m. 9a. m. 10a. m. 11

m. 1 p. m. 2 p. m. 3 p. m. 4 | a. m. 1 m. 2 p. m. 3 p. m. 5 p. m. 6 p. m. | 4 p. m. 5 p. m. 6 p. m. | 5 p. m. 6 p. m. | 6 p. m.

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CANCERS, or other tumors removed without the

CHRONIC DISEASES of kinds a specialty. Over thirty years practical experience. Office No. 5 Pearl street, Council Bluffs,

Mrs. H. J. Hilton, M. D.,

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stimilers and the press. The Medical Medical page in The side of translating Nervous Belblitts, Physical Becard, despise of translating Nervous Belblitts, Physical Becard, despise in the New York of the New

SILOAM

We guarantee the cure of the following named diseases, or no pay: Rheumatism, Scrofula, Ulcers, Catarrh, all Blood and Skin Diseases, Dyspepsia, Liver Complaint, Kidney and Bladder Diseases, Gout, Neuralgia and Asthma.

These Springs are the favorite resort of the tired and debilitated, and are the Feeble Ladies' best triand. Good Hotel, Livery and Bathing accommodations Locality highly picturesque and healthy. Correspondence solicited.

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25 Dormer Windows, Finials, Tin, Iron and Slate Roofing, Specht's patent Metallic Skylight, Patent adjusted Ratchet Bar and Bracket Shelving. I am the general agent for the above line of goods. Iron Fencing, Crestings, Balustrades, Verandas, Iron Bank Raings, Window Blinds, Celiar Guards; also general agent for Peerson & Hill patent Inside Blind.



ARCHITECTS

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PERSONAL "Parts of the numan body enlarged, developed and strengthened, to, is and interesting advertisement long run in our

MRS. LOUISA MOHR, Graduated Midwife!

1508 California Street.

FARM NOTES.

Corn Fodder.

VAUGHN'S MANUAL. When the farmer has stored up the ears of corn in his bins he has laid by only two thirds of the feeding value of

his crop. The stalks that bore his corn hold another third. Yes, the stalks or corn fodder, as it is called, is worth nearly or quite one-half the grain for feeding stock. Governor Boutwell esti-mates the value of his fodder at one-half the value of his hay; that is, if hay sold at \$20 fodder was worth \$10, and for every ton of fodder used he sold one ton of hay. Dr. Sturtevant estimates his fodder at six-tenths the value of his hay; that is, when he sold his hay at \$22 his corn fodder brought him in cash \$13.20 a ton. Yet so many farmers ignorant of a ton. Yet so many farmers ignorant of its true value regard it only as a necessary boat navigation dates from 1816 on Lake evil, and waste it or even burn it. It should be cared for when husking time comes with as much certainty as the grain. The few who have large barns and only the few who have barns and only the few who moderate fields of corn can stow it away loosely in their barns, but this method is ning for all the chain of upper lakes. not generally feasible. To handle it easily bind it near the middle into small, that time, but they were small, and the that time, but they were small, and the compact bundles, tying with rye straw or tarred twine. After a dozen or so are tied set them up carefully in shocks. As soon as possible after husking carry them under sheds or into barns, or have them ricked or stacked convenient to the barn or cattle-yards. The great essential is to or cattle-yards. The great essential is to keep them from being washed and bleach- trade was in the carrying of emigrants and ed by the rains. By exposure, the their goods. There was little to carry carbo-hydrates, the nutritious parts, are back save the passengers that this and changed to fibre. Dr. Lawes is authority the great business of land exploring made. for the statement that dried fodder loses A great impetus was given to lake ship-nothing but the water in the drying.

The great impetus was given to lake ship-ping by the Eric canal, but still the great plan and the great impetus was given to lake ship-ping by the Eric canal, but still the great plan and the great impetus was given to lake ship-ping by the Eric canal, but still the great plan and the great impetus was given to lake ship-ping by the Eric canal, but still the great plan and the great impetus was given to lake ship-ping by the Eric canal, but still the great plan and the great impetus was given to lake ship-ping by the Eric canal, but still the great plan and the great impetus was given to lake ship-ping by the Eric canal, but still the great plan and the great plan Therefore, its value is equal to that of green fodder, and it can be restored to its original condition by soaking in

Thrifty Pigs.

SWINE BREEDERS' JOURNAL. Pure air helps to make pure blood, which, in the course of nature, builds up healthful bodies. Out-of-door pigs would and people who have been taught to admire only fat and helpless things, which are the region South of the property of the prop need of a market. They will consume all the refuse fruit, roots, pumpkins and all kinds of vegetables, which will make may be increased in proportion. The pig pasture will be ready the next year for any crop, and ten times the advantages accrue to the farmer than if the pigs are confined to close pens, for, as pigs are manure is ever made from them.

THE BEST DUCK FOR MARKET. most salable duck is that produced by mating the Muscovey drake with the Detroit line, two the Buffalo and Toledo, common kinds. The cross gives a very two the Buffalo and Sandusky, two the hardy duck, and they grow rapidly and Buffalo and Cleveland. The several railto a large size. The cross cannot be carried beyond this, however, for, like the these superb boats. They had a brilliant the next meeting of the legislature. produce of the ass and horse—mule—the and brief existence, the completion of projeny is sterile, and cannot be used for the railroads taking the travel from them.

breeds in order to keep up the stock. Muscovey ducks are scare now, and seem to be running out. It is a breed that should be attended to, for if in the hands of a good breeder there would be quite a steamboats that are built or running on of his death he drew a pension for having lively demand for them. There will be the lakes are for short routes, mostly debeen a soldier in the war of 1812. He no doubt of the purity of a Muscovey, for pending on the summer pleasure travel, was twice married, and his second wife they tolerate no mingling of other blood.

—Farm, Field and Fireside.

"Tis beauty truly blent whose red and white Nature's own sweet and cunning hand laid on." Pozzoni's powder imparts a richness Making the skin as soft as down.

AH SAM'S FUNERAL.

A Burial According to the Chinese Plan-In the Interest of Economy -Respect for Their Dead.

Sioux City Journal. The funeral of Ah Sam, the Chinaman nst., was held on Sunday. The remains was finally decided that that luxury brother and two cousins of the wide. dead, the undertaker and drivers made | The advantage of the choice of the

departed soul. monies. A little above the coffin in the seem to keep pace. grave the best clothes of the deceased However, the combination of the two were buried. These were for his use in in working seems to be found the most that other country. Bamboo tapers and economical, as it is prevailing, particu-wax candles were then burned as the larly in the upper lake trade, where in apples and a iar of water were buried, a of the canal and the crooked channel.

bag of apples.

Ah Sam, when he met his death, was their sails.

after his death, nor has it yet turned up. out, cleaned, packed in a tin box, and sent to his native China.

Progress of Lake Transportation. The change in the methods and proportions of transportation on the great lakes is of the same kind as that which has taken place on the ocean, from a few straggling vessels carrying emigants and adventurers, looking to no return freight, save, perhaps, some small lots of skins bought of the Indians, to the great ocean As in all new countries, the first great

and profitable trade came from the emigration. Freight charges and passenger fares were high. The custom of the steamboats was to stop at all ports on the American side of Lake Erie. A trip round from Butlalo to Detroit and back took a week or more. To the upper lakes | Canada route after the completion of that was like a voyage. At most of the ports was a stop to take on wood. This made an important market for small ports. ble. not show so well at the fairs, and would Along St. Chir river may be seen long not be, probably be passed over by the judges wharves gone to decay, where once was a

The old-fashioned idea that sea-going get the prizes. Such pigs are well adapted to the make the most ham with the least waste of the prizes. Such pigs are well adapted themselves to the waves, clung long to for the Southern road.

Cass county has vote for the Southern road.

The exercision for the Southern road. of fat, the longest and deepest sides, with ten feet depth. The steamboats carried the most lean meat. It should have bone enough to stand up and help itself to food, and carry with it the evidences of deck aft. As the boilers were below, health and natural development in all of this left but a small freight hold forward of the boilers, and the freight carrying pasture have good appetites—the fresh air and exercise gives them this—hence Not till some time in the ferties did a they will eat a great variety of food, and wenturesome captain put the main pas-much coarser than when confined in pens. much coarser than when confined in pens. senger cabin on the upper deck. This Nothing need go to waste on a farm for fashion spread quickly, and much increased the freight room. Along in the for the county fair was a failure. forties the great grain carrying trade had all kinds of vegetables, which will make them grow. By extending the root patch and planting the fodder corn thinner, so was shifted at Buffalo by hand, passing that nubbins will form on it, by putting it in bucket. From five to seven thousin a sweet variety, the number of pigs and bushels was a cargo.

When railroad building began it had is reported in a promising condition, no conception of the power of this new invention in travel and freight carrying. The notion of the time was that railroads would remain subordinate to navigation; usually managed on a farm, but little that the bulk of freight carrying must always be by water, and also the bulk of the passenger travel in the season of There is a great deal in the breed, for feeders. Most of the early railroads in streyed thirty five acres. the Pekin is far superior to the puddle the west were projected upon this plan HAIR GOODS! duck, and the Aylesbury and Rouen are as much above our common kinds as can be. Say what we may in favor of the fine breeds, it is perhaps not known to all that the plumpest, best formed, and the Aylesbury and Rouen are as much above our common kinds as can navigation. This notion brought forth on the lakes a class of splendid, swift passenger steamboats, from 300 to 400 feet long, going through without landing.

Three of these made the Buffalo and

reeding purposes. Were it not for this They were dismantled, their engines obstacle in the way the Muscovey drake taken out, and their hulls converted to would be used on every farm, but most some ignoble use. The old fashioned persons do not seem inclined to undertake steamboats had also gone out, as there the crossing of these breeds on account of being compelled to keep the two or more being compelled to keep the two or more alive, and the introduction of the screw propeller, which began in 1841, and increased rapidly, brought in an economical kind of freight steamboats.

At the present time the only passenger and on excursions, camp meetings and so survives him. on, such as from Cleveland, Detroit, Sandusky, and Toledo to the islands and the camp meeting settlements, and such as from Detroit to the numerous summer resorts and fishing places up the St. Clair river, and all along shore. Large and Noah's ark. fine screw-steamers, carrying great cargrease mark in the bunk where Ham was goes of freight, but with good accommodations for passengers, run to Lake Superior, carrying many travelers for pleasure, besides many emigrants.

The great freight business of the lakes is in grain. Next to this are lumber. coal and iron ore. Only twenty-five years ago a 10,000-bushel schooner was of large class. The deepening of the enwho was killed on the night of the 16th trance to the principal harbors, and the digging of a straight canal throught St. had been kept pending a discussion about Clair flat, has admitted vessels of a gine with severe internal injuries, which gave me sending them to San Francisco, but it draught of twelve or thirteen feet. The intent is to deepen these to fifteen feet. could not be afforded, as it would cost This will be the depth of the enlarged something over \$200. So the small pro- Welland canal. The dimensions of the gan to disturb me, and my nervous system seemed to session moved from Captain Millard's locks of this canal limited the size of vesundertaking rooms to the Floyd ceme- sels to about 19,000 bushels. The en-Half a dozen Celestials, including larged locks are 300 feet long and 50 feet

up the crowd. On the way bits of tissue two routes had the effect to limit the paper, each perforated with nine small Lake Erie schooners by the Welland holes, were scattered. These were to canal for a long time. Meantime screw frighten evil spirits from the path of the steamers for the Buffalo tradegrew greateparted soul.

At the grave more of this perforated have been built, regardless of the canal paper was burned to frighten evil spirits limitation, and expanding greatly in The elegant casket, satin lined, solid length. It is found they are better wood and costing \$125, was then lowered and the grave filled while more paper was burned. Some of this paper had printed on it a Chinese character in gilt. These were addresses to the particular god of the dead. Ah Wing around in surprisingly short time. With the laundry proprietor on lower the enormous growth of freight steamers Nebraska street, acted as master of cere- on the lakes, the growth of sail vessels

grave was being filled. Ah Wing then general a sail vessel must be towed in advanced with the provisions brought. Detroit and St. Clair rivers because of Rice, baked pork, eggs, a paper bag of the current, and in St. Clair flats because pair of chop sticks being put with the Vessels of heavy burden, called barges, food. These were for the refreshment are lightly sparred for the use of sails as of the traveler on his long journey. The auxiliary or in case of emergency, for some some states of the traveler on his long journey. The dead bowed of the country of the boys who had been watching stole the schooners in tow, making the time of the

trip certain, and getting much help from on his way home to China. He had separated \$150 for traveling expenses from the aggregate from 150,000 to 200,000 his other money, and this was not found bushels and upwards. The lumber, coal

after his death, nor has it yet turned up. His frugal countrymen suggested before the burial to the undertaker that a saving could be effected by changing the body from its expensive casket to a cheaper on for burial, but were informed that this could not be done. Some time the casket will be taken up, the bones taken of the undertaker that a saving of the united of this shipping may be got in the sight of these tows. Here passes in sight a shipping which is probably greater than the entire sea-going and sea-coasting shipping of the United States. It seems to have reduced the components to a bare reduced the components to a bare and ore carrying show the same auxiliary have reduced the economies to a bare point, and this is shown by the freight rates. The ornamental features and tophamper of the old-fashioned steam-boat have dissapeared from these propellers.
Their holds are full of grain, and their decks of coal, and they have no great upper cabin to catch the wind. Their tows

> without ornament. The late Senator Chandler once, when the decline of American shipbuilding was under discussion, poohed at the Maine complaints, and said that Michigan built more shipping than Maine ever did, and that her shipbuilding was never more flourishing. The excellent Zachary did not take into account that Michigan builds for a trade which is protected by our navigation laws, which do not allow the registry of a foreign built ship, nor NO STAIRS TO CLIMB allow any unregistered vessel to carry from one U. S. port to another. This keeps to our own vessels all trade that is between our own ports, and it creates a great industry in shipbuilding, of which

Michigan gets a handsome share. But the carrying from our ports to foreign ports is free to foreign ships, and the "high joint treaty" which sold us so successfully in the fisheries award, opened to British ships the navigation of Lake Michigan, which before was an enclosed American lake. The route from all our lake ports to foreign markets through the Welland canal, and the St. Lawrence canals and river is open to Canadian and English vessels. This trade is growing rapidly. This was the main reason why the state of New York made the Welland canal free of tolls. But this reduction will not balance the advantage of the Canada route after the completion of the and the use of steam propellers shall make direct shipment to Europe practica-No reason appears why it should

IOWA ITEMS.

Cass county has voted the five per cent.

The excavation for the big oil mill at Sioux City has commenced.

Davenport is figuring for a wagon fac-tory with a capital of \$100,000. The spiritualists at Clinton have offered

Bob Ingersoll \$800 to lecture to them. Twenty-two brick buildings are in process of construction in the east side, Des

Sioux City and vicinity paid \$5,000 to the circus, but an effort to raise \$2,000 The business men of Mapleton have subscribed \$500 for the improvement of

the roads leading into that town. Tobacco is being largely cultivated in Hamilton county this year, and the crop

The lessees of the artesian well property in Sioux City contemplate the erection of a hotel and bath house in connection therewith. A herd of 700 cattle in Winnebago county broke into a corn field, and before

navingation, and that railroads would be they could be routed had completely de-The fund for the benefit of Mrs.

Clingan, of Polk City, now amounts to

Visitors are not admitted into the new capitol building at Des Moines for the present, on account of the condicion of the interior, and the great amount of

C. W. Cook, of Odebolt, shipped five car-loods of pop corn to Chicago last week. Mr. Cook planted some 400 acres this season, which looked well and gave promise of an extra acreage, but owing to the damage sustained by the recent storm, will hardly harvest half a crop.

Dr. John G. Maclett, who died at Hinsdale, Lee county, on the 14th, had reached the remarkable age of 102 years, 2 months and 29 days. Up to the time

The Trade-Mark of Ham.

Yonkers Gazette. It is now certain that the wreck found on Mount Ararat is the remains of stored.

"LOOK OUT FOR THE ENGINE."

I am a locomotive engineer, and have been for twenty years, and am now running on the Maine Cen- Range tral Railroad. Life on an engine, as all engineers known, is very trying to health and strength. The continual jar of the engine, and strain on our long trips all tend to weaken the kidney and urinary or gans. In addition to this, ten years ago, I met with a severe accident, and I was taken from under my engreat pain. I was laid up for six months, and suffer ed more than I can describe, and more than I wish to suffer again. I resumed work, but my kidneys be be out of order. I could not sleep, as my water de manded such constant attention that I was kep awake a great part of the night; to urine caused se vere pains. I employed the best medical skill in Portland and elsewhere but continued to grow worse. I was persuaded to try Hunt's Remedy as I found that many of my friends in Portland had used it with great success, yet I had no faith that it would reach my case. However, I sent for a half-dozen bottles at one of the drug stores, in Portland, and from the use of the first bottle found a great relief. My water was much better and the pain in the back and limbs greatly relieved. I continued its use until I had used ten bottles in all and it has been to me a wonderful

Engineer Maine Central R. R. Portland, Me., May 12, 1883.

CAUSE FOR ALARM.

Alice E. Curtis, of Brunswick, Me., writes us on May 10, 1883: That she has suffered very much at frequent intervals with kidney disease, and the at tacks were increasing in severity so steadily as to cause harm. Her aunt, Mrs. N. M. Small, persuaded her to use Hunt's Remedy, and after using several bottles Miss Curtis has been freed from the severe aches and pains to which she had long been accustomed; and further says that Hunt's Remedy never fail to relieve the severe pains in the side and intense backache, and Miss C. pronounces it a real blessing recommends it for the many ills and pains peculiar to

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URNITURE!

CHEAPEST PLACE IN OMAHA TO BUY

urniture have the like appearance of business

DEWEY & STONE'S

They always have the largest and best stock.

ELEGANT PASSENGER ELEVATOR TO THE DIFFERENT FLOORS.

COMMERCIAL.

COUNCIL BLUPPS MARKET.

COUNCIL BLOPPS MARKET.

Wheat—No. 2 spring, 76c; No. 3, 63c; reected, 50c; good domand.

Corn—Dealers are paying 31@32c; rejected
forn, Chicago, 40@45c; new mixed, 49c; white
forn, 50c; the receipts of corn are light.
Oats—Scarce and in good demand at 30c.

Hay—4 00@6 00 per ton; 50c per bale.

Rye—40c; light supply.

Corn Meal—1 25 per 100 pounds.

Wood—Good supply: prices at yards, 5 00@ Wood-Good supply; prices at yards, 5 00@

00. Coal—Delivered, hard, 11 00 per ton; soft, 5 50 per ton. Butter—Plenty and in fair demand at 25c; reamery, 30c. Eggs—Ready sale and plenty at 10@11c per

dozen.
Lard—Fairbank's, wholesaling at 11c.
Poultzy—Firm; dealers are paying for chickens 16c; live, 2 50 per dozen.
Vegetables—Potatoes, 50c; onions, 50c; cabbages, 30@40c per dozen; apples, 3 50@4 00 per barrel. Flour—City flour, 1 60@3 40.

Brooms-2 00@3 00 per doz. LIVE STOCK. Cattle—3 00@3 50; calves, 5 00@7 50. Hogs—Market for hogs quiet, as the packing houses are closed; shippers are paying 4 00

STATE

OFFER BARGAINSJIN

Maddy, whose husband was killed in the hunt after the murderers of Postmaster Business Property, Residence Property

Suburban Property

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Lands Near Omaha AND

Farms in all Parts of Nebraska.

WE HAVE A RANCH OF

1,900 Acres Stocked

WHICH WE OFFER LOW PRICE

Several Thousand Acres BEDFORD & SOUER,

> 213 S.14th Street. DR. HORNE'S



This Electric Belt will Cure the Follow ing Diseases Without Medicine. Ing Diseases without Medicine.

Pains in the Back, Hips, Head or Limbs, Nervous
Debilty, Lumbago, General Debilty, Rheumatism,
Paralysis, Neuralgia, Sciatica, Disease of the Kidneys
Spinal Biseases, Torpid Liver, Gout, Sexual Exhaustion, Seminal Emissions, Asthma, Heart Disease,
Dyspepsia, Constipation, Erysipelas, Indigestion,
Hernia or Rupture, Impotency, Catarrh, Piles, Epilesy, Dumb Ague. lesy, Dumb Ague.

\$5,000 Would Not Buy It. DR. HORNE-I have used your Electric Belt for some time, and it has done all that your Agent claimed for it. Any one troubled with rheumatism or sciatica, I would say, buy Horne's Electric Belt, for one of the thirty dollars belts cured me of the above disease in a short time. Any one wishing to confer with me, can do so by writing or caling at my store 1420 Douglas St. Omaha Neb.

WILLIAM LYONS WILLIAM LYONS

I cheerfully recommend Horne's Electric Belt as an efficient cure for rheumatism, having worn one for that malady.

Truly,
A. M. UNDERHILL.
For sale by Foster Bro's, Council Binfs, Iowa. MAIN OFFICE—Opposite Postoffice, Frenzer Block & Front Sale at C. F. Goodman's Drug Store, 1110

H. PHILLIPS, THE LEADING NEW YORK TAILOR!

Call and look over my new store and see my new Goods. FARNAM STREET. 1207 Under the mana ement of Mr. Kalish

J. E. HOUSE, Consulting and Civil Engineer and

CHICAGO, MILWAUKEE And St. Paul.

It owns and operates over 4,500 miles of roadi n Northern Illinots, Wisconsin, Minnesota, Iowa and Dakota; and as its main lines, branches and connections reach all the great business centres of the Northwest and Far West, it naturally answers the description of Short Line, and Best Route between Chicago, Milwaukee, St. Paul and Minneapolis. Chicago, Milwaukee, Aberdeen and Ellendala Chicago, Milwaukee, Eau Claire and Stillwater Chicago, Milwaukee, Eau Claire and Stillwater Chicago, Milwaukee, Beaver Dam and Oshkosh. Chicago, Milwaukee, Waussau and Merrill. Chicago, Milwaukee, Madison and Prairie du Chien. Chicago, Milwaukee, Madison and Prairie du Chien. Chicago, Milwaukee, Owatonna and Fairibault. Chicago, Bigin, Rockford and Dubuque. Chicago, Cinton, Rock Island and Cedar Rapids. Chicago, Council Bluffs and Omaha. Chicago, Sioux City, Sioux Falls and Yankton. Chicago, Sioux City, Sioux Falls and Yankton. Chicago, Milwaukee, Mitchell and Chamberlain. Rock Island, Dubuque, St. Paul and Minneapolis. Davenport, Calmar, St. Paul and Minneapolis.

Pullman Sleepers and the Finest Dining Cars in the world are run on the main lines of the CHICACO MILWAUKEE & ST. PAUL RAILWAY and every attention is paid to passengers by courte-ous employes of the company.



HEAR THE WITNESSES.

SAVED FROM A HORRIBLE DEATH. SAVED FROM A HORRIBLE DEATH.

Up to May last I had spent at least five hundred dollars for treatment by many of the best medical mon, without any benefit. I suffered exeruciatingly, and all my best friends advised me that the ley hand of death was fast-approaching. I caught at S. S. S. like a drowning man at a straw. After taking two bottles I could feel a change for the better. The sores began to discharge freely and the Rheumatism to abate. When I had taken six bottles every sore had healed and my skin began to assume a natural appearance. I persisted until I had taken twelve bottles, large size, and THERE IS NOT A SYMPTOM OF THE DISEASE REMAINING, and I feel as well as I ever did. I have gained twenty-one pounds in flesh, and my friends wonder at my improved condition. I have recommended it many, and in every instance with complete success. I believe that S. S. S. has saved me from a horrible death.

C. H. SMILEY,

I am sure that Swift's Specific saved my life. I was terribly poisoned with Malaria, and was given up to die. Swift's Specific relieved me promptly and entirely. I think it is the greatest remedy of the age.

C. G. SPENCER.

|Sup't GasWorks, Rome, Ga. ger Write for the little book, which will be mailed

\$1,000 REWARD.

Will be paid to any Chemist who will find, on analysis of 100 bottles S. S., one particle of Mercury, lodide Potassium, or any mineral substance THE SWIFT SPECIFIC CO.. Drawer 3, Atlanta, Ga.

\$200 A YEAR CAN BE SAVED IN THE LIVING EXPENSES OF

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